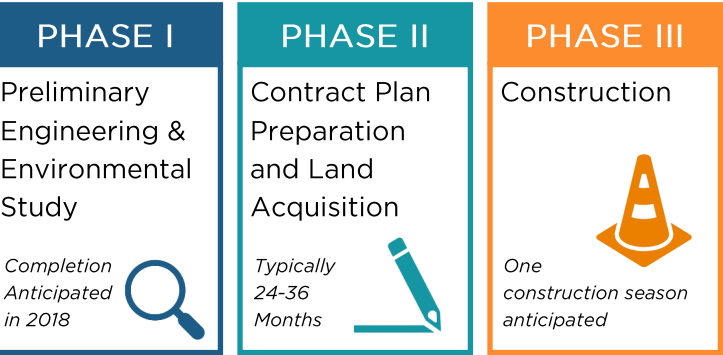


Phase I Study Process



Project Development

This improvement is included in IDOT's FY 2019-2024 Proposed Highway Improvement Program. Current engineering efforts are targeted to enable a contract letting in the early years of the current multi-year program contingent upon plan readiness, land acquisition, and funding availability through future annual legislative appropriations.



Three Types of Land Acquisition

- 1. **Fee Simple Acquisition - 3.41 acres**
  - Acquisition of all rights and interests
  - 1 potential residential building displacement
- 2. **Permanent Easements - None**
  - Ownership retained by property owner
  - Allows permanent access to construct and maintain facilities
- 3. **Temporary Easements - 0.16 acres**
  - Ownership retained by property owner
  - Allows temporary access during construction, generally for grading or driveway replacement

Land Acquisition Process

Proposed right-of-way is considered preliminary during the Phase I process. The land acquisition process is conducted during Phase II with development of the contract plans.



What Do You Think?



Please visit the project website for materials shown at the public meeting.  
[www.idot.illinois.gov/projects/barrington-rd-at-il-62](http://www.idot.illinois.gov/projects/barrington-rd-at-il-62)

Questions and comments may be submitted during the public meeting using the comment form provided, mailed to IDOT at the address indicated below, or emailed through the project website. Comments received by September 28, 2018 will become part of the official public meeting record.

Illinois Department of Transportation  
Bureau of Programming  
201 West Center Court  
Schaumburg, Illinois 60196  
Attn: Lori Brown, Project Manager



BARRINGTON ROAD PHASE I STUDY

Central Road to IL 62 | Cook County



Public Meeting Brochure

WELCOME

August 29, 2018  
4:00 p.m. to 7:00 p.m.

South Barrington Village Hall  
30 S. Barrington Road  
South Barrington, IL 60010

Purpose of the Meeting

- Present the Proposed Improvement
- Answer Questions
- Provide Opportunity to Comment
- Discuss Next Steps

The Illinois Department of Transportation (IDOT) welcomes you to the public meeting for the Barrington Road Phase I Study. We invite you to examine the exhibits on display, and take this opportunity to talk with project team members.

Once you have reviewed the materials, we encourage you to provide feedback on the project. Comments can be submitted at tonight's meeting, mailed/e-mailed after the meeting, or submitted to the project website at:

[www.idot.illinois.gov/projects/barrington-rd-at-il-62](http://www.idot.illinois.gov/projects/barrington-rd-at-il-62)

Comments received by September 28, 2018 will become part of the official public meeting record.

Project Location

The Barrington Road Phase I Study is located in the Villages of South Barrington and Hoffman Estates, in Cook County, Illinois. The study extends from Central Road at the south to IL 62 (Algonquin Road) at the north.

Barrington Road is a Strategic Regional Arterial (SRA) designed to support the regional expressway system and move traffic through the corridor. The section of Barrington Road between Mundhank Road and IL 62 is the only portion of this SRA that is not two lanes in each direction. This results in a bottleneck of traffic through the study corridor.

Environmental Impacts & NEPA

The National Environmental Policy Act (NEPA) process is a balanced approach to decision making that takes into account potential impacts on the human and natural environments. The NEPA process requires the following: avoid sensitive resources if reasonably possible; minimize impacts if resources cannot be avoided; and mitigate impacts if necessary.

LEGEND

- Roadway and Shared-Use Path Improvements
- Shared-Use Path Improvements Only



Existing Signalized Intersection



Recent Improvements from the I-90 / Barrington Road Interchange Project





Context Sensitive Solutions

This study incorporates the principles of Context Sensitive Solutions (CSS) into the planning process. CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities that fit into and reflect the project’s surroundings—its “context.”

The CSS approach provides stakeholders with tools and information to effectively participate in the study process including providing an understanding of transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs) and project improvements.



Community Advisory Group

A variety of stakeholders were invited to serve as members of the Community Advisory Group (CAG). The CAG met throughout the project development to discuss the transportation issues and concerns, and assist with evaluation of potential alternatives and viable solutions.

**CAG Meeting #1, February 9, 2016**  
Transportation related issues and concerns were identified for the project corridor.

**CAG Meeting #2, December 7, 2016**  
The draft proposed improvement was evaluated.



Project Needs

- Inconsistent lane configuration along Barrington Road with only one lane in each direction between Mundhank Road and IL 62 leads to congestion and safety concerns
- Current roadway profile along Barrington Road is flat and does not meet current standards; thereby leading to inadequate sight distance south of IL 62 and occasional flooding of roadway pavement near Poplar Creek
- Existing culvert at Poplar Creek is undersized which results in occasional flooding of roadway pavement and pavement failure has been observed
- Poor movement of vehicles through bottleneck along Barrington Road between Mundhank Road and IL 62
- Congestion at IL 62 intersection
- No pedestrian or bicycle facilities north of Central Road
- 20% increase in Average Daily Traffic volumes projected for design year 2040
- Frequent rear-end crashes indicates congestion throughout corridor

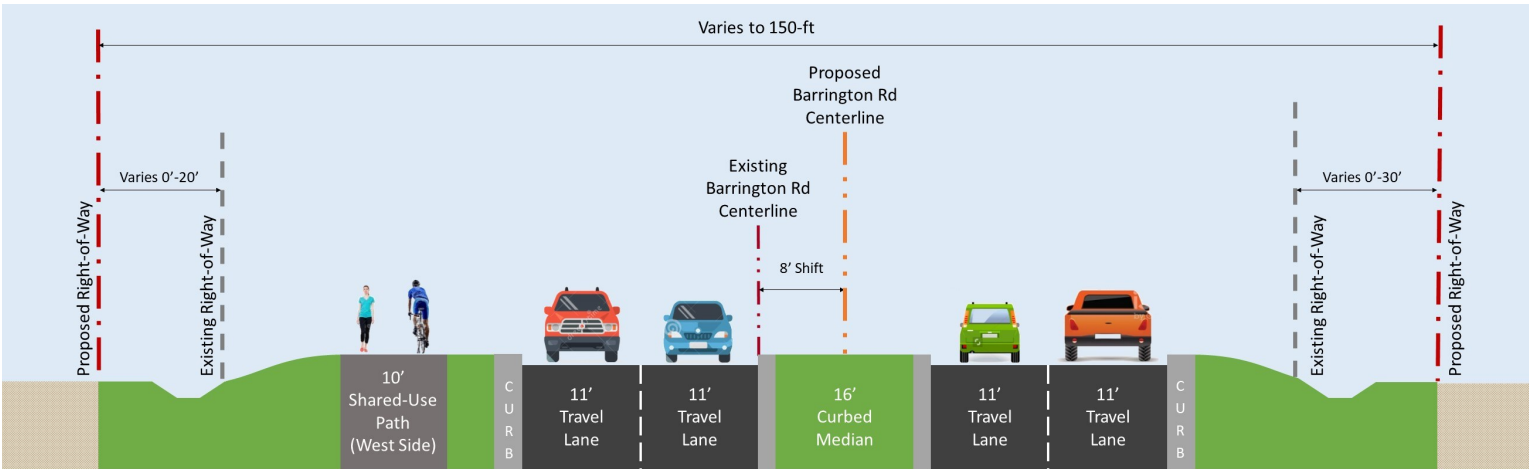
Traffic Noise Analysis

A traffic noise analysis was performed for both existing and future (2040) conditions for the project study area. Two receptor locations near the intersection of IL 62 exhibited sound levels that approached or equaled noise levels for the future conditions. Noise barriers were evaluated for the impacted areas, but were deemed neither reasonable nor feasible based on cost.

Regional Trails and Connections

The study includes an evaluation of local and regional trail systems and connections, including the Crabtree Trail and Paul Douglas Trail. Invest in Cook funds have been secured for use towards the shared-use path along Barrington Road. The path will connect the regional trail system with the Pace I-90 Market Expansion and new main line bus stops at the I-90 and Barrington Road interchange.

Proposed Improvement



Key Features

- Full pavement reconstruction and widening including two 11-ft wide travel lanes in each direction between Mundhank Road and IL 62
- Dual left turn lanes on northbound and southbound Barrington Road at IL 62
- 16-ft wide curbed median with landscape
- Installation of closed drainage system with curb and gutter
- Enlarged culvert at Poplar Creek
- Roadway profile modifications to correct sight distance deficiencies
- 10-ft wide shared use path on west side of Barrington Road between Central Road and IL 62

Anticipated Impacts

- 1.2 acres of wetlands impacted
- 0.2 acres of streams (Waters of US) impacted
- 1 stream crossing (Poplar Creek)
- 210 trees above 6” in size to be removed
- 3.57 acres (27 parcels) of right-of-way impacts

Minimization of Impacts

- Roadway centerline shifted 8 feet east to balance right-of-way needs
- Lane width reduced to 11-ft (12-ft standard) to balance right-of-way needs and reduce impacts
- Median width reduced to 16-ft (22-ft standard) to balance right-of-way needs and reduce impacts
- Closed drainage system (curb and gutter) used to capture and convey stormwater

Project Benefits

- Consistent lane configuration will improve safety and mobility through the project corridor
- Raised median will improve safety by reducing number of conflict points
- Dual left turn lanes at IL 62 will reduce vehicle delay and congestion through the intersection
- New pedestrian and bicycle accommodations to link to regional trail system and Pace I-90 service
- Poplar Creek culvert replacement will reduce pavement flooding
- Roadway profile raised to improve sight distance and drainage concerns
- Full-depth pavement replacement to extend life-span of roadway and address pavement failure

Mitigation Measures

- Wetland mitigation anticipated at a 1.5 to 1 ratio through use of wetland bank credits
- Best Management Practices / drainage elements (ditches with permanent ditch checks) will improve stormwater water quality
- Tree replacement on a one-to-one ratio where feasible
- Compensatory storage for fill in floodway and oversized storm sewers for stormwater detention to mitigate release rates